

WHO OWNS OUR SHIPS ASKS DR. STARR JORDAN

What shall we say as to "free ships" and the Panama Canal? If our nation has agreed to treat all ships alike, including our own, let us stand by that agreement. Of violation of treaties we have been more than once accused. If we know what we have promised, let us stand by it, even though it seems strange that we cannot "throw our money to the birds," while every other nation is free to do it.

But why "throw our money to the birds?" Do "the birds" require it or appreciate it? What claim have coastwise steamships of the United States to use our canal at the expense of the American people? But these are "our ships" we say. Since when have they become "our ships?" Have the New York and London capitalists who owned them ever turned them over to us? Have they ever agreed to divide their profits with those who make great profits possi-

ble? The great enemy of democracy is privilege. To grant a concession of any sort having money value without a corresponding return is "privilege." The granting of privilege in the past is the source of most of the great body of political evils from which the civilized world suffers today.

While declaiming against privilege, even while exalting its curtailment as the greatest of national issues today, we start new privileges without hesitation. We throw into the hands of an unknown group of men, to become sooner or later a shipping trust, a vast unknown and increasing sum of money extorted by direct taxation from the people of this country. No accounting is asked from them; no returns for our generosity. We give them yearly, to begin with, as much as an American laborer can earn in 12,000 years; in other words, we place at their service and at our

expense 12,000 of our workmen. From our taxroll we pass over to them the payments each year of 30,000 families. And all because these are our ships. "Our ships," we have here the primal fallacy of privilege, a fallacy in the impending bankruptcy of this spendthrift world.

In Europe and America taxes have doubled in the last fifteen years, and half of this extra tax has gone to build up "our ships," "our bankers," "our commerce," "our manufacturers," "our promoters," "our defense" in nation after nation, while the "man lowest down" who bears the brunt of these taxes is never called on to share its benefits. The ships that bear our flag in order to go through our canal at our expense are not "our ships." By very fact of free tolls, we know them for the ships of our enemy, for the arch-enemy of democracy is privilege.

DAVID STARR JORDAN.

PROGRESS ON SALMON CREEK DEVELOPMENT

A representative of The Empire made a trip over the Aska-Gastineau Company's construction work at Salmon Creek recently and noted considerable activity.

The frame work is under way; the concrete mixer is busy and the beds are being made for the generator and water wheels. The pipe lines are laid down and riveted within about 300 feet of the penstock.

The flume was practically finished up to the dam on Tuesday night. The saw mill has been moved about a mile and a half up the creek to the point where the old water mill stood. The mill should be in operation on its new site within the next three or four days.

The lower dam is under construction. At this point the water will be diverted from the creek channel and

carried through the flume a distance of two miles at a grade of about 13 feet to the mill, furnishing water at the penstock to a pipe line with a 300-foot head.

This flume is 6 feet wide by four feet high and will carry approximately 3,000 miners' inches of water. Fine living quarters have been established in new buildings at the lower dam site and a large force is housed and cared for at this point.

The old mill camp has still a few tenants, and quite a large force is maintained at the tide water camp where the power house is under construction. Work is also carried along systematically at the upper dam site where a small force is maintained.

Everything seems to be moving along in good order and work will continue until there is more evidence of coming winter than now prevails.

MOSCOW PREPARES FOR HOLY WAR

Moscow prepares for the holy war against Turkey. Thousands of young girls, sanitary students, etc., have petitioned to be sent down to the Balkans to help the Slavs. They are hurriedly organizing, and they mean to start as soon as money and bandages are ready. Rich merchants subscribe freely toward their expenses.

Circassian students are forming volunteer corps to march into Macedonia and are liberally supported by the townspeople. Great excitement prevails and the whole city looks forward to the Balkan war.

Many hundreds of young Russians have applied for leave to join the Macedonian Christian bands organized by the famous Bulgar Sandalsky, who defied the Turks in Macedonia for over twenty years. Three years ago he capitulated to the Young Turks when they promised autonomy for Christian subjects. He now says his promise loses its force, and he has collected 10,000 insurgents within three days. He has arms for 20,000 more. They were smuggled across the Bulgarian frontier.

WINGS FOR SHIPS MAY PREVENT THEIR SINKING

Pellico Portello, Brazilian, proposes to save sinking ships by means of rubber wings. His invention is on exhibition in Paris.

The idea is not to make a vessel fly but merely to keep it afloat after it has been hit by an iceberg, for instance, as in the Titanic's tragic predicament.

Portello's idea is that every ship should be equipped with a lifebelt of rubber wings, or sacks, stretching around the craft. These wings, he says, could be filled with air by means

of special pumps at almost a minute's warning. The "wings," he asserts, would cost comparatively little, and, uninflated, would be scarcely noticeable or encumber the ship at all.

No steamship or other vessel thus equipped, it is declared by Portello, could sink except in a leisurely way, allowing the passengers and crew ample time to escape in the small boats and rafts.

Naval experts express interest in the young Brazilian's model, but have made no pronouncement as to its feasibility.

NOW GROWS SEEDLESS PRUNES

Dietsch Had Been Experimenting for Seven Years.

KALAMA, Wash. — After seven years of experimenting a seedless prune has been produced by Carl Dietsch, a fruit grower near Kalama. He has a tree that bore a bushel and a half of the new fruit, which ripened well. This prune contains a pitlet about as large as a grain of wheat. The fruit is about three-fourths of an inch in diameter and two inches long. It is of excellent flavor.

TO STUDY THE WAR

Gen. McClernan, Col. Parker, Lieut. Col. Dickman and Major Carter, the commission of American army officers sent to Europe to study military methods, have returned from St. Petersburg and are now in Berlin. It is said that in Russia the feeling against America on account of the Jewish passport and treaty renunciation questions prevented them getting as deep an insight as they wished into Russian army methods.

The Daily Empire delivered in Juneau, Douglas and Treadwell for \$1.00 a month.

SAVES HOME OF FRENCH DRAMA

A committee organized to raise money to buy the house in Paris in which was born Pierre Corneille, the father of the French drama, was in despair about obtaining money enough, when J. Pierpont Morgan offered to complete the needed sum. This graceful act has greatly enhanced his popularity in France.

WAY TO AVOID RUDE ENGLISH CHANNEL WAVES.

A company has been formed in France for regular passenger hydroplane service across the English Channel between Calais or Boulogne and Folkestone or Dover. Application has been made to the English authorities for the necessary permits.

WANTED—Girl for general housework in small family. Telephone 9-0-2, Juneau.

LOST—Large gold breast pin. Native design of raven. Return to Chas Goldstein's store. Four dollars reward.

SUMMONS FOR PUBLICATION.

Case No. 940-A.
In the District Court for the District of Alaska, Division No. 1, at Juneau.

First National Bank of Juneau, Plaintiff, vs.
Ellen G. Bach, Frank Bach, Northwest Rubber Company, Schwabacher Bros. & Co., Inc., defendants.

To the NORTHWEST RUBBER COMPANY and SCHWABACHER BROS. & CO., Inc., defendants, GREETING:

In the name of the United States of America and pursuant to an order of the above entitled Court in the above entitled cause made on the 5th day of November, 1912, you and each of you are hereby commanded to be and appear in the above entitled court holden at Juneau, in said Division, in said Territory, and answer the complaint filed against you in the above entitled action within thirty days from the date of the last publication hereof; and if you fail so to appear and answer for want thereof the plaintiff will apply to the Court for and the Court will grant the relief demanded in said complaint, to-wit: Judgment on a promissory note against Frank Bach, in the sum of one thousand dollars (\$1,000.00), with interest thereon at the rate of twelve per cent (12 per cent) per annum, from the 24th day of May, 1909; one hundred dollars (\$100.00) attorney's fees; together with its costs and disbursements herein incurred; further for a decree foreclosing a certain mortgage upon certain property situate in Douglas, Alaska, against all the defendants herein.

IN WITNESS WHEREOF I have hereunto set my hand and affixed the seal of the above entitled court this 5th day of November, 1912.

E. W. PETTIT, Clerk.
First publication, November 5, 1912.
Last publication December 17, 1912.

SPECIAL TERM OF COURT.

In the District Court for the District of Alaska, Division No. 1, at Juneau.

In the Matter of Calling a Special December, 1912, Term of Court at Juneau.
NOTICE IS HEREBY GIVEN that pursuant to an order of the Honorable Thomas R. Lyons, District Judge for the District of Alaska, Division No. 1, made on the 4th day of November, 1912, at Juneau, Alaska, a SPECIAL TERM of the DISTRICT COURT will be holden at the United States Court House at Juneau, Alaska, beginning on Monday, the NINTH DAY OF DECEMBER, 1912, at the hour of ten o'clock in the forenoon of said day.

E. W. PETTIT, Clerk of the District Court for the District of Alaska, Division No. 1.
Dated and published at Juneau, Alaska, this 5th day of November, A. D. 1912.

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GEORGIA

Juneau-Sitka Route—Leaves Juneau for Hoonah, Gypsum, Tenakee, Killisnoo and Sitka—8:00 a. m., Nov. 5, 11, 17, 23, 29, Dec. 5, 11, 17, 23, 29, Jan. 4, 10, 16, 22, 28, Feb. 3, 9, 15, 21, 27, March 5, 11, 17, 23 and 29.
Leaves Juneau for Funder and Chatham, 8:00 a. m.—Nov. 17, Dec. 11, Jan. 4, 28, Feb. 21, March 17.
Leaves Juneau for Tye, 8:00 a. m.—Nov. 23, Dec. 23, Jan. 22, Feb. 21, March 23.
Juneau-Skagway Route—Leaves Juneau for Pearl Harbor, Eagle River, Yankee Cove, Sentinel Light Station, Juallin, Eldred Rock Light Station, Comet, Haines, Skagway, 8:00 a. m.—Nov. 3, 9, 15, 21, 27, Dec. 3, 9, 15, 21, 27, Jan. 2, 8, 14, 20, 26, Feb. 1, 7, 13, 19, 25, March 3, 9, 15, 21, 27.
Returning leaves Skagway the following day at 8:00 a. m.
WILLIS E. NOWELL, MANAGER

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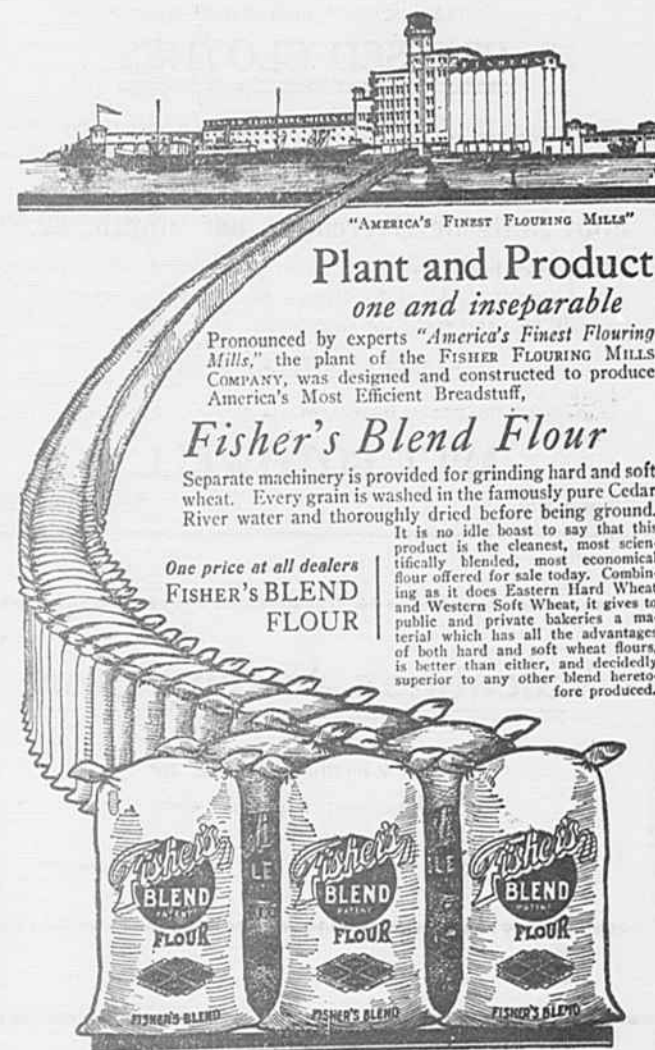
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